HY 2 Owners Manual

(Version 06-2000)

Airwave is a world leader in the design and production of hang gliders & paragliders. For many years Airwave have developed products with world beating performance for pilots who want the best. We apply our competitive knowledge to design top quality products that combine the highest performance with the safe handling our customers value and respect. Airwave pilots confide on our quality and reliability.

Airwave´s world class status is based on the skills and expertise we have developed in combining aerodynamic design, cloth and materials technology. All Airwave products are developed and made with the same skill and attention to good design that are synonymous with the ultimate performance and precision required by airsports.
The Hy´2 is part of the wide range of Airwave flying equipment.

Airwave – Carving a future through the air.

Congratulation on your purchase of the Airwave Hy2.
The Hy2 is an intermediate paraglider, designed to a high standard of safety and stability, but it will only retain these characteristics if it is properly looked after. Please read this manual carefully from the first to the last chapter to ensure you get the best out of your Hy2.
This manual has been prepared to give you information and advice about your paraglider. If you ever need any replacement parts or further information, please do not hesitate to contact your nearest Airwave dealer or contact Airwave directly.

CONTENTS

Chapter I - Introduction & Data	**Page 2-3**
Chapter II – Preparation	**Page 3**
Chapter III - Preflight Inspection	**Page 3-4**
Chapter IV - Flight Characteristics	**Page 4-7**
Chapter V - Recovery Techniques	**Page 7-8**
Chapter VI - Storage & Servicing	**Page 9-10**

Chapter I

Introduction & Data

The Hy2 is an intermeditae paraglider suitable for any competant pilot. Positive handling and turn coordination combined with an excellent glide and sink rate make this a wing which is real pleasure to fly.

	24	**27**	**30**	**33**	**33Bi**
area - projected (m2)	21,60	24,90	28,70	31,10	31,10
area - flat (m2)	23,7	26,50	30,10	32,60	32,60
weight – ex bag (kg)	5,5	6,0	6,5	7,0	7,0
cells	36	38	40	40	40
span - projected (m)	8,7	9,3	10,1	10,8	10,8
span - flat (m)	11,00	11,65	12,60	13,07	13,07
root cord (m)	3,00	3,10	3,25	3,39	3,39
aspect ratio - projected	3,4	3,5	3,5	3,6	3,6
aspect ratio - flat	5,1	5,1	5,2	5,2	5,2
Average line lenght (m)	6,8	7,1	7,7	8,3	8,3
Body – weight pilot (kg)	45-65	60-78	75-95	90-130	90-130
Certified total load (kg)	60-80	75-95	90-110	105-130	105-150
Speed range (km/h)*	20-40	20-40	20-40	20-40	20-40
trimspeed (km/h)	35	35	35	35	35
Glide ratio	7,1	7,1	7,1	7,1	7,1
Sink rate (m/sec)	1,2	1,2	1,2	1,2	1,2
DHV/ÖAeC - MZL Class	1-2	1-2	1-2	1-2	1-2
certification ACPUL	Std	Std	Std	Std	Std

* with speedsystem

The use of this glider is limited to non aerobatic manueuvres and no motorized flying.

This paraglider must not:

1) be flown with more than maximum certified total load.
2) have ist trim speed adjusted by changing the lenght of risers or lines.
3) exceed 60 degrees of bank angle.
4) be fitted with auxiliary power unless designed, installed and tested by the factory. 5) be flown in rain or snow.
6) be towed with a tow line tension in excess of 100 kg.

It is your dealer´s responsibility to test fly the paraglider before you receive it. The test flight record of this is on the last page of this manual. Please be sure that this has been completed by your dealer to prove that he has done this. Failure to test fly a new paraglider may invalidate any warranty.

Chapter II

Preparation

1) Select a suitable take-off area determined by wind and terrain, clear of any obstacles that may catch in the lines or damage the canopy.

2) If your paraglider has been correctly packed, you should take it to the top of the take-off area, and allow the rolled canopy to unroll itself down the hill (if on a slope). This should leave the paraglider with the

bottom surface facing upwards, the openings at the downwind end of the take-off area, and the harness at the trailing edge at the upwind side.

3) Unroll the canopy to each side so that the leading edge openings form a semicircular shape, with the trailing edge drawn together as the centre of the arch. The harness should be drawn away from the canopy until the suspension lines are just tight.

Chapter III

Preflight Inspection

The Hy2 is designed to be as simple as possible to inspect and maintain but a thorough preflight procedure is mandatory on all aircraft. The following preflight inspection procedure should therefore be carried out before each flight.

1) Whilst opening out the paraglider check the outside of the canopy for any tears where your paraglider may have been caught on barbed wire or even have been damaged whilst in its bag.

2) Check that the lines are not twisted or knotted. Divide the suspenion lines into six groups, each group coming from one riser. By starting from the harness and running towards the canopy remove any tangles or twists in the lines. Partially inflating the canopy in the wind will help to sort out the lines.

3) It is particulary important that the brakes are clear and free to move. Check the knot which attaches the brake handels to the brake lines. Several knots should be used here or they may get entlangled in the brake pulleys. Both brakes should be the same lenght and this can be checked by an assistant holding the upper end of the brake lines together, whilst the pilot holds the brake handles. The lenght of the brake lines should be such that they are just slack with the wing inflated when the brakes are not applied. After checking the brake lines lay them on the ground.

4) Always check the buckles and attachments on the harness. Ensure the two main attachment maillons/karabiners from the harness to the main risers are tightly done up, as well as the six shackles which attach the risers to the lines.

5) Before the pilot attaches himself to the harness he should be wearing a good crash helmet, and boots which provide ankle support. Put on the harness ensuring all the buckles are secure and properly adjusted for comfort. Your paraglider is now ready for flight.

Chapterl IV

Flight Characteristics

This manual is **not** intended as an instruction book on how to fly the Hy2, you should be a qualified pilot or under suitable supervision, but the following comments describe how to get the best from your Hy2.

Active Piloting

Active piloting is flying in empathy with your paraglider. This means not only guiding the glider through the air but also being aware of feedback from the wing, especially in thermals and turbulence. If the air is smooth the feedback can be minimal but in turbulence feedback is continuous and needs to be constantly assessed by the pilot through the brakes and the harness. Such reactions are instinctive in good pilots. Maintaining contact with the glider through pressure on the brakes is essential and allows the pilot to feel the loss of internal pressure which often preceds a collapse. The Hy2 is highly resistant to collapse without any pilot action at all, but learning how to fly actively will increase this saftey margin even furthur.

Harness
The Hy2 is tested with the usual harness and it is easy to fly with weight shift. It is possible to fly with harness with crosstraps but it is not recommended from the manufacturer.
However the Hy2 33 has DHV certification 1-2 only without crossstraps.

Take-off
The Hy2 is easy to inflate in light or stronger winds and will quickly rise overhead to the lying position. The best inflation technique is to hold one A riser in each hand.

a) *Nil Wind* – In nil or very light wind, stand with all the A lines taut behind you, then take one or two steps back (do not walk all the way back to the canopy) and then begin your launch run pulling gently and smoothly on the A risers. As soon as the canopy starts to rise off the ground stop pulling so hard on the A risers but pull all the risers evenly through the harness. Maintaining gentle pressure on the A risers always helps in very calm conditions. Have your hands ready to slow up the canopy with the brakes it it starts to accelerate past you.

b) *Reverse Launch* – In winds over 10 km/h it is probably better to do a reverse launch and inflate the canopy whilst facing it using the A risers.

The Hy2 has almost no tendancy to overshoot but releasing pressure on the A risers when the canopy has risen about 45° will help to prevent this. The stronger the wind and the greater the pressure on the A riser the more quickly the canopy will rise.

Turning
The hy2 does not require handed approach to manoeuvering. For a fast turn smoothly apply the brake on the side to which the turn is intended. The speed with which the brake is applied is very important. If a brake is applied fairly quickly the canopy will do a faster banking turn, but care must be taken not to bank too severly. To attain a more efficient turn at minimum sink, apply some brake to the accelerating wing to slow the turn and prevent the wing from banking. The Hy2 flies very well like this, but care must be taken not to over-apply the brakes as a spin could result. The Hy2 will turn far more efficiently if the pilot weight-shifts into the turn in the harness. Remember that violent brake application is dangerous and should always be avoided.

Straight Flight
The Hy2 will fly smoothly in a straight line without any input from the pilot. With a pilot weight of 70 kg on the 27m2 without the accelerater the flying speed will be approximately 33 km/h.

Thermaling
To attain the best climb rate the Hy2 should be thermalled using a mild turn, as described above, keeping the wing´s banking to a minimum. In strong thermals a tighter banking turn can be used to stay closer to the thermal´s core. Remember that weight shifting in the harness will aid the efficiency of the turn and reduce the amount of brake required.

Care must be taken not to apply so much brake as to stall, this is however very easy to avoid as the brake pressure increases greatly as you approach the stall point. Only fly near the stall point if you have enough height to recover (100 m).

Wing Tip Area Reduction (Big Eears)
The spanwise line layout allows the Hy2 to be „big eared“ without modification. The big ear facility does not allow you to fly in stronger winds, but is a facility which allows the pilot to descend quickly without substantially reducing the forward speed of the canopy. The engage big ears the pilot will need to lean forward in the harness and grasp one tip A line (in each hand) about 15 cm above the maillon, keeping hold of both brake handles if possible. It may take some practice to be able to quickly locate these lines. Pull the lines out and down at least 30 cm so as to collapse the tips of the glider. It is very important that the other A lines are not affected when you do this as it could cause the leading edge to collapse. Steering

is possible by weight shifting with big ears in. If the big ears does not come out quickly on ist own a pump on the brake will speed things up.
Before using the big ears facility in earnest it is essential to practice beforehand with plenty of ground clearance in case a leading adge collapse accurs. Always keep hold of both brakes in order to retain control. Putting your hands through the brake handles so they remain on your wrists is a good method of doing this.

B-Line Stall
This is a fast descent method and is a useful emergency procedure. With both hands through the brake handles, the pilot takes hold of the top of the B risers, one in each hand, and pulls them down by around 50 cm. This will stall the canopy and forward speed will drop tp zero. Make sure you have plenty of ground clearance because the decent rate can be over 10 m/sec. To increase the descent rate pull harder on the B riser. When you release the B riser the canopy will automatically start flying again, normally within two seconds. Sometimes the canopy will turn gently when it exits from the B line stall. It is normally better to release the B riser fairly quickly rather than slowly as this may result in the canopy entering deep stall. Always release the riser symetrically as an asymetric release from a B line stall may result in the glider entering a spin. This manoeuvre is useful when losong a lot of height quickly is necessary, perhaps when escaping from a thunderstorm. It should not be performed with less than 100 m of ground clearance. (see also Chapter V, part 1)

Spiral Dive
A normal turn can be converted into a strong spiral dive by continuing to apply one brake. The bank angle and speed of the turn will increase as the downward spiral is continued. Be careful to enter the spiral gradually as too quick a brake application can cause a spin.
Care should be taken when exiting from a spiral dive. Too pull out of a steep spiral dive always release the applied brake gradually. A sharp release of the brake can cause the glider to surge and dive as the wing converts speed to lift. Always be ready to damp out any potential dive with the brakes. A spiral dive should not be confused with a spin.

Speed System
The Hy 2 is sold with accelerater risers and a speed stirrup as standard but can be flown without the speed stirrup attached.
Launching and general flying is normally done without using the accelerater. The accelerater bar should be used when higher speed is important. A 70 kg pilot on the Hy2 – 27 should be able to reach a speed of 40 kph or more using the accelerater system. Glide angle is not as good in this format, so it is not necessarily the best way to race in thermic conditions and the canopy is slightly more susceptible to deflations. Using the stirrup can require some effort and the pilot´s balance in the harness can be affected. It may be necessary to make some adjustments to the harness. Adopting a more upright flying position seems to be fairly common when pilots first use a stirrup.
We recommend that only fly in conditions whre you can penetrate with the sisers level so that you ahve the extra airspeed should you need it.
To fly at maximum speed the stirrup should be applied gradually until the upper pulley on the A riser butts against the pulley at the riser base.

IMPORTANT
- Do practice using the speed system in normal flying.
- Be careful flying fast in rough or turbulent conditions as deflations are more likely to occur at speed. The increased speed is achieved by reducing the angle of attack, this means that the canopy will collapse only slightly more easily.

- Remember that your glide deteriorates at higher speeds. Best glides are achieved when the risers are level and the brakes are off.
- Check the component parts at regular intervals for wear and tear and ensure that the system always works smoothly.

Landing

Landing the Hy2 is very straightforward. Flare the Hy2 in the normal way from an altitude of around 2 m when landing in light winds. It may sometimes help to take wraps on the brakes to make the flare more effective.

Strong wind landings require a different technique. If you use the brakes to flare in a strong wind the Hy2 tends to convert this to height. This can be real problem.

The best method is to take hold of the C risers at the maillons just before landing, and collpapse the canopy using these when you have landed. The glider will collapse very quickly using this method. The glider can also be steered using the rear risers but be careful not to cause a premature stall.

After landing the B risers can also be used to collapse the canopy, although it is more difficult to control the collapsed canopy on the ground using this method.

Chapter V

Recovery Techniques

Stalls

These manoeuvres are dangerous and should not be practised in the course of normal flying. Stalls are caused through flying too slowly. Airspeed is lost as brake pressure increases and as the canopy approaches the stall it will start to descend vertically and finally begin to collapse. Should this occur it is important that the pilot release the brakes at the correct moment. The brakes should never be released when the wing has fallen behind the pilot. Also when releasing the brakes it is best not to release them too quickly. This is in order to prevent the forward surge of the canopy when it recovers from the stall. If you do release the brakes quickly you should brake the canopy strongly during the surge forward, to stop the dive. All pilots who fly the Hy2 are advised never to attempt this manouvre unless under SIV training. This manual is not provided to give instruction in this or any other area.

Deep Stall (or Parachutal)

The Hy2 has been designed so that it will not easily remain in a deep stall.

However if the Hy2 is incorrectly rigged or ist flying characteristics have been adversely affected by some other cause, it is possible that the paraglider could enter this situation. Therefore in the interests of safety all pilots should be aware of this problem, and know how to recover from it. The most common way to enter deep stall is from a flying too slowly, from a B line stall or even from big ears.

When in deep stall the pilot will notice the following:-

*) Very low airspeed

**) Descent is almost vertical (like a round canopy) and is typically at around 5m/sec.

***) The paraglider appears quite well inflated but does not have the full internal pressure. It therefore appears and feels a bit ´limp´.

Recovery from deep stall is quite simple.

The normal method is to simply initate a mild turn. As the canopy starts to turn it will automatically change to normal flight, but it is very important not to turn too fast as this could induce a spin.

The second method to exit from deep stall is to pull gently on the A risers. This helps the airflow to re-attach to the leading edge, but care should be taken not to pull down too hard as this will induce a front collapse.

If the deep stall is paricularly stubborn and the previous methods do not work then a full stall will solve the problem. To do this apply both brakes again fairly quickly, as if to do a strong stall, then

immediately release both brakes and damp out the surge forward in the normal way. The canopy will collapse behind you then automatically reinflate and surge forward in front of the pilot before returning to normal flight. It is the surge forward that exits the canopy from deep stall.

Spin

This manoeuvre is dangerous and should not be practised in the course of normal flying.
Spins occour when the pilot tries to turn too fast. In a spin the pilot, lines and canopy basically stay vertical and rotate around a vertical axis. The Hy2 will resist spinning, but if a spin is inadvertently induced the pilot should release the brake pressure but always be ready to damp out any dive as the glider exits the spin. If the pilot does not damp the dive on exiting the spin the glider may have an asymetric deflation.

Asymetric Front Deflation

The Hy2 is very resistant to deflations, however if the canopy collapses on one side due to turbulance, then first of all control the direction of flight by countering on the opposite brake, then pump the brake on the collapsed wing. The pumps on the brake should be long, strong, smooth and firm. Normally one or two pumps of around 80 cm will be sufficient. Each pump should be applied in about one second and smoothly released. In severe cases it can be more effective to pump both brakes together to get the canopy to reinflte. Be careful not to stall the wing completely if this technique is used.

Releasing a trapped tip

On the Hy 2 it should be very difficult to trap so that it will not come out quickly. However in extrme conditions all canopies can become tied up in their own lines following a very severe deflation. If this occurs then first of all use the standard method of recovery from a tip deflation as decribed in „Asymetric Front Deflation“ above. If the canopy will still not recover then pull the rear risers to help the canopy to reinflate or even the B risers. Strong brake application will also help to release a trapped tip. A full stall can also release a trapped tip but should only be tried as a last resort if a part of the wing becomes really knotted in the lines, and only if you have practiced the full stall during SIV training. Recovery should only be attempted with sufficient height. If you are very low then it is much more important to steer the canopy into a safe landing place or even throw your reserve.
NOTE: Test pilots have tested the Hy2 well beyond the normal flight envelope, but such tests are carried out in a very precise manner by trained test pilots with a back-up parachute, and over water.
Stalls and spins on any paragliders are dangerous manoeuvres and are not recommended.

Chapter VI

Storage & Servicing

Packing

a) Select a suitable flat area that is out of the wind if possible
b) Arrange the canopy with the underside facing upwards and the harness at the trailing edge. All the lines should be laying on the canopy. At this stage you may wish remove your harness.
c) Roll up the canopy in sections from each tip inwards.
d) Then starting from the harness at the trailing edge, roll up the canopy squeezing out all the air at the same time.
e) The rolled canopy will now fit neatly into ist bag.

Storage & Care

a) If you ahve to pack away your canopy wet, do not leave it for more than a few hours in that condition. As soon as possible dry out the canopy. Do not use direct heat sources to dry canopy as it is inflammable.
b) Always store the canopy in a dry warm place. Ideally this should be in the temperature range of 5 to 3 degrees centigrade.
c) Never let your canopy freeze, particularly if is damp.

d) The Hy2 is made from high quality nylon which is treated against weakening from Ultra Violet radiation. However it is always wise to minimise the exposure to U.V. radiation as this weakens the fabric of the canopy, and long exposure to harsh sunlight can severely compromise the safety of your canopy. Therefore once you have finished flying put away your canopy. Do not leave it laying in strong sunshine unnecessarily.
If you are concerned about the strenght of your paraglider please contact your nearest Airwave dealer or talk to Airwave direct.
e) Do not treat your canopy with chemical cleaners or solvents. If you must wash your chute use warm water and a little soap. If your canopy gets wet in sea water, wash it with warm water and carefully dry it.
f) Small tears in the top or bottom surface (not normally the ribs) of a canopy can be repaired with a patch of self adhesive spinnaker nylon.
Tears no longer than 100 mm can be repaired in this way providing they are not in a high stress area. If you ahve any doubt about the airworthiness of your canopy please contact your dealer or Airwave directly.

Servicing
It is important to have your glider regularly serviced.
Your Hy2 should have a thorough check every year or every 200 flights, which ever is the earliest. Airwave offers an inspection service every winter. This is a comprehensive service which checks line lenghts and strenght, fabric porosity and tear strenght and a variety of other tests and we strongly advise all pilots to take advantage of this.
Please ensure you return this manual with your glider with the number of flights and hours flown written in the Certificate of Service.

NB. The manufacturer will only accept responsibility for paraglider lines and repairs where the manufacturer has produced and fitted such lines or carried out repairs.

See you in the sky!

AIRWAVE GLIDERS
Industriegelände Zone A 2
A-6166 Fulpmes
Tel. +43 (0) 5225-64455
Fax +43 (0) 5225-64455-66

www.airwave-gliders.com